LOCAL GOVERNMENT

BEACH ACCESS SURVEY

Stephen M. Holland
Principal Investigator

University of Florida

Department of Recreation, Parks and Tourism

Center for Tourism Research and Development

for

Florida Department of Environmental Protection

Division of Beaches and Shores

Office of Beach Management

1993

Funds for this project were provided by the Department of Community Affairs, Florida Coastal Management Program using funds made available through NOAA under the Coastal Zone Management Act of 1972, as amended.

Contract No. 9305-08-13-00-16-001

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Introduction

The Florida Department of Environmental Protection, Division of Beaches and Shores, Office of Beach Management secured a grant from the federal Coastal Zone Management Program in 1993 to better document the existing publicly owned beach access points in the state of Florida. The project is multi-faceted but one aspect of the study was to poll local and county governments about beach demand, adequacy of parking, management issues on public beaches and facility needs. As the state plans for existing and future public access to the coastal zone, it intends to incorporate the views of local government as to problem areas. This report summarizes one attempt to solicit information of the current beach access situation on publicly owned coastal lands in Florida.

In September 1993, a mailing list of local government (city and county) park and recreation managers was obtained from the Office of Recreation Services, Division of Recreation and Parks. After consultation with the Office of Beach Management, it was agreed that the best source of contacting beach managers at the local level was through the city/county park and recreation department, as they are the "front line" managers in most areas. The cover letter (Appendix A) requested that the receiver forward the letter to a more appropriate office if parks and recreation was not applicable in a given situation. The mailing list of city/county recreation and park departments was reviewed to remove non-coastal city/counties, resulting in a final sampling frame of 82 cities and counties.

A four page survey was developed (Appendix B) addressing the issues of concern for the Office of Beach Management. In October, 1993, the survey was mailed out to the target areas with a postage-paid response envelope returning the survey to the Division of Beaches and Shores. After three weeks, phone call reminders were attempted to delinquent agencies.

The responses were aggregated into four regions by county (see Figure 1):

Region 1: Nassau, Duval, St. Johns, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin
Region 2: Palm Beach, Broward, Dade
Region 3: Monroe, Collier, Charlotte, Sarasota, Manatee, Hillsborough, Pinellas
Region 4: Pasco, Hernando, Citrus, Dixie, Taylor, Wakulla, Franklin, Gulf, Bay, Walton, Okaloosa, Santa Rosa, Escambia

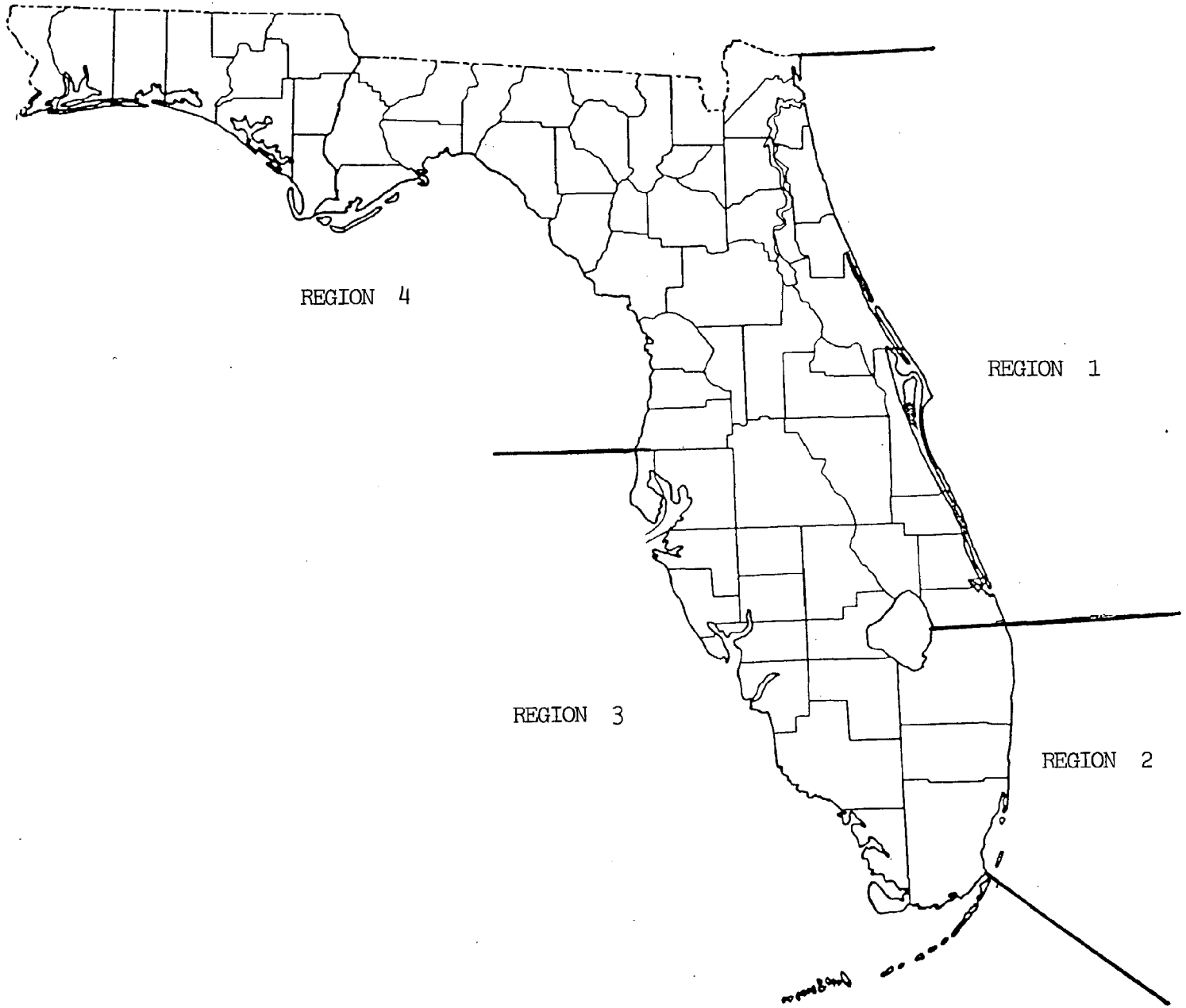

Figure 1

Distribution of Responses

A response rate of 51% (42/82) was achieved from the mailout and phone call reminders. Table 1 lists the portion of responses in each region that were from cities and counties. Most of the respondents were cities except in region 4 (Big Bend-West Florida).

Table 1: Frequency distribution of type of area responding by region.

AREA TYPE	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6	STATE n=42	PCT
City	6	10	11	3	29	69%
County	3	2	4	4	13	31%

The specific distribution of responses by county within regions is summarized in Table 2. Cities responding were classified based on the county they were in (for purposes of this summary table only).

Table 2: County locations of respondents by region.

RESPONDENT	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6
Counties	Nassau 1 Duval 2 Volusia 1 Brevard 4 St.Lucie 1	Palm Bch 6 Broward 4 Dade 2	Pinellas 7 Hillsborough 1 Sarasota 2 Manatee 1 Lee 2 Collier 2	Bay 1 Citrus 2 Franklin 1 Wakulla 1 Escambia 1

The lower response rate in the North part of the state reflects two basic facts. First, the population is lower than in South Florida, and for West Florida, a substantial portion of the coastline is managed by the state or federal government. Hence, there are limited opportunities for local governments to manage coastal areas in West Florida. Much of the barrier island region of West Florida is not owned by local government entities leaving the cities and counties to manage adjacent bay or lagoon areas which are not within the scope of this study. Thus, the low response rate in the Big Bend and Panhandle area (Region 4) was not unexpected or necessarily an indication of non-cooperation. It reflects lack of jurisdiction in most cases.

Types of Access

The high level of beach use in many areas is easily verifiable due to the presence of users on the beach for long periods of time. However, the mode of access is more difficult to determine since there are multiple options, there is a continuous change throughout the day and the mode is transient in that the user only uses the mode as a passage for a minute or two. The beach managers surveyed in this study were asked to estimate the percentage of their users who utilized each option (public, commercial and private) to access the beaches in their city or county. Results are summarized in Table 3.

Table 3: Frequency distribution of mode of beach access (in percents) by region.

MODE OF BEACH ACCESS	REG-1 n=9 MEAN %	REG-2 n=12 MEAN %	REG-3 n=15 MEAN %	REG-4 n=6 MEAN %	STATE n=42 MEAN %
Public	59	69	53	68	61
Commercial	15	12	29	17	19
Private	20	16	18	12	17
Other	6	3	0.4	3	3

In all regions, more than half of the access is by publicly owned access points (for more detail, see Table 4 next page). Commercial access (e.g., hotels, beach clubs, etc.) was utilized by about 15% except in region 3 (Pinellas-Monroe) where about 30% of the access was by commercial means. Private means (e.g., private homes, condominiums, etc.) were employed by about 17% of beach users except in region 4 (Big Bend-West Florida) where there is comparatively less privately owned land.

As reported in Table 3, publicly owned areas are the primary route of access to the shore. A variety of publicly owned beach access types are available for communities to provide passage to the shore. Table 4 lists the major options and their distribution. About four-fifths of the areas provided street ends, the most common option. Pedestrian walkways and local parks were available in more than half of the areas (except in region 4). The type of area least likely to be available was a state or federal park which is to be expected considering the magnitude of resources needed to provide such an area compared to a street end or walkway.

On a regional basis, it seems surprising that only 58% of the respondents from region 2 (Palm Bch-Broward-Dade) provided street end access. This is perhaps an indication of the very high cost of coastal land in this region and the long sections which have been

privately developed. The indication of a relatively low number of state/fed parks or undeveloped areas in region 4 (Big Bend-West Florida) is clearly an incomplete picture due to the lower number of responses from this region as there are examples of both in the region.

Table 4: Frequency distribution of types of publicly owned access available in the respondent's city/county.

ACCESS TYPE	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6	STATE n=42	PCT
Street End	9	7	12	5	33	79%
Ped Walkway	6	10	11	2	29	69%
Small Park	5	5	12	3	25	60%
Large Park	5	9	8	3	25	60%
Undeveloped Area	2	3	7	3	15	36%
State/Fed Park	4	8	8	2	12	29%

Access Issues

One of the most important evaluations of access points are their locations and quantity. The managers surveyed in this study were asked to summarily characterize these aspects of the access sites within their area (Table 5).

Table 5: Frequency distribution of evaluation of location and number of sites by region.

ACCESS QUANTITY + DISTRIBUTION	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6	STATE n=42	PCT
Adequate # Sites Good Locations	6	6	10	3	25	60%
Adequate # Sites Poor Locations			1		1	2%
Inadequate # Sites Good Locations	2	6	4	3	15	36%
Inadequate # Sites Poor Locations						
Other	1				1	2%

The results in table 5 indicate that there is little problem with the location of sites and that a majority of beach managers feel that there are an adequate number of sites. In region 2 (Palm Bch-Broward-Dade) and region 4 (Big Bend-West Florida), there is an increased perception of an inadequate number of sites by half of the respondents.

In addition to the quantity-location issue, there are a number of other potential problems that can arise in providing and managing access points. Table 6 presents the results of a request that managers rank the top three problems in their area.

Table 6: Frequency distribution of number of areas ranking each problem as one of their top 3 beach access concerns by region.

MOST IMPORTANT CONCERN	REG-1 n=9			REG-2 n=12			REG-3 n=15			REG-4 n=6			STATE n=42		
RANK	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
BEACH EROSION	4	3	0	4	1	2	6	1	1	1	2	1	15	7	4
INSUFFICIENT PARKING	2	1	0	2	4	1	4	2	2	2	1	0	10	8	3
LACK SUPPORT FACILITIES	2	3	0	2	0	5	2	3	1	1	2	0	7	8	6
PERSONAL SAFETY	0	0	0	2	3	3	0	0	2	0	0	2	2	3	7
DEVIANT BEHAVIORS	2	0	2	0	1	2	1	1	2	0	1	0	3	3	6
INSUFFICIENT NUMBER OF ACCESS SITES	0	0	1	0	2	1	1	3	0	1	0	3	2	5	5
OTHER (see text below)	0	0	2	1	0	1	1	2	4	0	0	0	2	2	7
LACK OF PUBLIC AWARENESS OF BEACH ACCESS	0	1	1	0	2	0	0	0	0	0	0	0	0	2	1
IMPACTS OF DRIVING ON BEACH	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1
POOR LOCATION OF ACCESS SITES	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1

Beach erosion and parking received the highest number of votes as the number 1 problems, with lack of support facilities (e.g., restrooms, showers, etc.) receiving a moderate number of votes. Impacts of driving on the beach received only 2 votes of concern (even with 7 respondents in region 1 from counties allowing driving on the beach). Poor location of access sites again came out as not a problem for the majority of areas. Lack of public awareness of access was a moderate concern for 3 areas but not for the others.

Because of the larger number of items, the distribution of votes was sparse for most concerns, so there are insufficient numbers to do much comparison across regions. The distribution of votes was scattered across the concerns, except in the case of erosion and parking. Erosion seemed to be of most concern on the northern Atlantic coast and southern Gulf coast. Some of the "other" items where: Region 1, dogs on the beach, strong feeling of having the right to drive on the beach; Region 2, shoreline rocks (this was ranked #1 concern), homeless hanging around; Region 3, most of shoreline is mangrove, increasing cost and hassle to park at beach, oil on beach, that beaches remain in natural state (this was ranked #1 concern), protection of the environment, education of the public, excessive overflow parking in residential areas of town providing beach access, and lack of funds to maintain and renovate facilities.

Demand for Beach Use

Beach managers were asked to estimate the number of beach users their area accommodated last year (1992) (Table 7).

Table 7: Estimated number of beach users per region.

NUMBER OF BEACH USERS	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6	STATE n=42
MEAN COUNT (in thousands)	1800	2079	1098	2178	1722
STD DEV	3070	2655	1395	4294	2649
LOW RANGE	10	140	50	40	10
HIGH RANGE	8000	7260	5000	10800	10800

In region 1, 4 of the estimates were in persons; 2 in person-days. In region 2, 9 of the estimates were in persons; 2 in person-days. In region 3, 8 of the estimates were in persons; 4 in person-days. In region 4, 4 of the estimates were in persons; 2 in person-days. For the state, 25 (71%) of the estimates were in persons; 10 (29%) in person-days.

The range of responses varied considerably as would be expected due to the various sizes of areas responding to the survey. About 19% of the respondents were not able to provide an estimate, but among those that did, the lowest estimate was 10,000 (Satellite Beach) and the two highest were 10,800,000 users per year (Santa Rosa Island Authority) and 8,000,000 (Brevard County).

The managers were asked to reveal the degree of confidence they put in their estimate. Over half of the respondents said they had total or almost total confidence in their estimates.

Table 8: Frequency distribution of degree of confidence placed in annual beach user estimates by region.

DEGREE OF CONFIDENCE IN ESTIMATE	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6	STATE n=42	
5		3	2		5	14%
4	2	9	5	2	18	49%
3	2		3	3	8	22%
2			2	1	3	8%
1	2		1		3	8%

5 = Total Confidence - - - - - - 1 = No Confidence

A common method of estimating beach use is to count cars and multiply by a constant which estimates the number of people per vehicle. Managers were asked to reveal what multiplier they use in this calculation (Table 9).

Table 9: Frequency distribution of number of persons per vehicle visiting beach areas by region.

NUMBER OF PEOPLE PER VEHICLE	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6	STATE n=42	PCT
2	4	4	9	1	18	44%
3	4	6	3	3	16	39%
4	0	1	1	1	3	7%
DON'T KNOW	0	1	2	1	3	7%
NO RESPONSE	1	0	0	0	1	

The majority of respondents listed either 2 or 3 persons per vehicle. A few respondents wrote in a number between 2 and 3 and these were rounded to the nearest whole number.

Another demand issue is the temporal distribution of demand across the year. Managers were asked to estimate the percent of annual beach use that occurs in each season (Table 9).

Table 10: Mean percent of beach use by season and by region.

SEASON OF BEACH USE	REG-1 n=9 MEAN %	REG-2 n=12 MEAN %	REG-3 n=15 MEAN %	REG-4 n=6 MEAN %	STATE n=42 MEAN %
Winter	15	32	34	7	25
Spring	26	25	25	27	25
Summer	41	28	28	50	34
Fall	18	14	16	16	16

There are the expected differences of higher beach use in south Florida during the winter and higher beach use in north Florida in the summer months. This has the effect of averaging out the percent of use at the state level fairly evenly except for the notably slower fall season.

The source of this demand was probed in a question seeking to determine what percent of annual use was from residents or tourists (Table 11).

Table 11: Mean percent of origin of beach users annually by region.

TYPE OF BEACH USER	REG-1 n=9 MEAN %	REG-2 n=12 MEAN %	REG-3 n=15 MEAN %	REG-4 n=6 MEAN %	STATE n=42 MEAN %
Community Res	34	28	25	12	23
County Res	34	29	27	19	28
Other FL County	14	8	11	32	14
Out-of-State	18	24	26	30	24
International	3	11	11	7	9

There was variation in the proportion of beach users from each origin segment. Intra-community and intra-county and out-of-state visitation each accounted for about 1/4 of beach use statewide. Visitation from other Florida counties (14%) and international visitation (9%) accounted for substantially less beach visitation. However, there was regional variation in this with out-of-state demand ranging from 18% in region 1 to 30% in region 4 and international visitation stronger in South Florida. These

variations are in line with known visitation patterns with the West Florida coast hosting many visitors from Georgia, Alabama and Tennessee and South Florida coasts serving as a destination for many foreign travelers from Great Britain, Germany, France and Central and South American countries as well as American. With a little under an estimated half (44%) of total state beach visitation coming from outside of the host community or county, the need for parking accommodations, signage and access information for visitors who may be unfamiliar with existing access opportunities becomes clear.

Parking

As reported in Table 6 above, parking was one of the major issues in beach management that received mention by about half of the respondents as one of their top three concerns. In order to understand this issue better several additional questions directed at parking issue were posed. To begin, beach managers were asked to respond to a continuum of five conditions ranging from parking being adequate throughout the week to parking being inadequate throughout the week for their area (Table 12).

Table 12: Frequency distribution of the adequacy of parking throughout the week at beaches by region.

PARKING SITUATION ADEQUATE FOR	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6	STATE n=42	PCT
PEAK WEEKEND	1	2	4	0	7	17%
AVERAGE WEEKEND	2	4	3	1	10	24%
ALL WEEKDAYS	5	3	3	1	12	28%
SOME WEEKDAYS	1	3	2	4	10	24%
NO TIMES	0	0	3	0	3	7%

The distribution was fairly even across the range of options. About 17% of the areas said parking was adequate for virtually all times, including peak weekends. Another 24% indicated that parking was adequate for all times except peak weekends. About half of the respondents said that parking was adequate during all or some weekdays but not for weekends. Only 7% reporting that parking was almost always inadequate and these were all from region 3.

A additional question addressed the specific days of the week that parking lots were filled to capacity in season (Table 13).

Table 13: Frequency distribution of days of the week parking lots used to capacity in season by region.

DAYS PARKING LOTS USED TO CAPACITY	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6	STATE n=42	PCT
MONDAY	0	2	6	1	9	22%
TUESDAY	0	2	5	0	7	17%
WEDNESDAY	0	2	5	0	7	17%
THURSDAY	0	3	5	1	9	22%
FRIDAY	2	4	8	4	18	44%
SATURDAY	8	11	12	6	37	90%
SUNDAY	8	11	12	6	37	90%
NEVER	0	0	3	0	3	7%
DON'T KNOW	1	0	0	0	1	2%

About 90% of the respondents reported that their lots are used to capacity on Saturday and Sunday. About 44% said they were filled on Friday and 22% on Monday, the shoulder days. Only about 20% reported filled lots during the middle days of the week (Tuesday, Wednesday, Thursday) with Thursday being a little higher than the other two days.

As a final estimate of parking adequacy, managers were asked if beach use would increase in their area if additional parking were made available (Table 14).

Table 14: Frequency distribution of estimate of beach use rising if additional parking were made available by region.

MORE PARKING WOULD INCREASE BEACH USE	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6	STATE n=42	PCT
YES	5	8	10	6	29	69%
NO	4	4	5	0	13	31%

About two-thirds of the respondents indicated that they thought beach use would increase in their area if additional parking were made available. This percentage was stable across all regions except Region 4 where all 6 respondents indicated that additional parking would increase beach use.

An additional aspect of parking as it relates to beach access points was explored. Managers were asked to estimate how far would the public be willing to walk from the parking lot to the access corridor (Table 15).

Table 15: Frequency distribution of manager's estimate of distance public would be willing to walk from parking lot to beach access point.

WILLING TO WALK	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6	STATE n=42	PCT
< 150 FT		3	1		4	10%
151 to 300 FT	5	2	1	4	12	30%
301 to 500 FT	2	3	1	1	7	18%
501 to 660 FT	2	4	5		11	28%
661 to 1320 FT			4	1	5	12%
1321 to 2640 FT			1		1	2%
> 2640 FT					0	

The longest estimate was up to a half-mile (2640 ft), but 86% of the respondents reported only up to 1/8 of a mile (660 ft) as the maximum distance the public would be willing to walk. More than half (58%) stated that the maximum walking distance would be no more than 500 feet. It must be remembered that Florida has a higher than average population of older adults and that many people carry a variety of support equipment (towels, chairs, umbrellas, flotation devices, food + drink, etc.) that would be awkward to carry for substantial distances. This finding has a bearing on the distance between access points and the size of parking lots associated with access points. It seems to suggest that smaller parking areas closer to the beach are more utilized by the public.

Beach Use Support Facilities

Beach managers were asked to evaluate the importance of an assortment of support facilities to beach users (Table 16).

Table 16: Mean ranking of degree of importance of 11 selected beach facilities by region.

FACILITIES	REG-1 n=9	REG-2 n=12	REG-3 n=15	REG-4 n=6	STATE n=42
	MEAN	MEAN	MEAN	MEAN	MEAN
PARKING	1.1	1.0	1.1	1.0	1.1
RESTROOMS	1.4	1.0	1.3	1.2	1.2
ACCESS SIGN	1.7	1.3	1.4	1.7	1.5
DRINKING WATER	1.8	1.3	1.6	1.3	1.5
DUNE WALKOVER	1.1	1.8	1.4	2.2	1.6
LIFEGUARDS	1.4	1.3	2.0	1.6	1.6
PICNIC TABLES	1.9	1.5	2.0	1.3	1.8
STREET LIGHTS	1.9	1.7	1.9	2.2	1.9
SHELTERS	1.8	1.8	2.2	1.7	1.9
BIKE RACKS	1.9	1.9	1.9	2.3	2.0
CONCESSION	2.1	1.9	2.1	2.7	2.1

1 = Very Important, 2=Somewhat Important, 3=Not Important

As expected from earlier data, parking was the primary concern of beach managers, although restrooms were also of high concern. These results are congruent with the concerns listed in table 6.

The frequency distribution of responses to the level of importance of support facilities is presented in Table 17. Specific votes by region for each item can be seen in this table.

Table 17: Frequency distribution of degree of importance of 11 selected beach facilities by region.

FACILITIES	REG-1 n=9			REG-2 n=12			REG-3 n=15			REG-4 n=6			STATE n=42		
IMPORTANCE*	VI	SI	NI	VI	SI	NI	VI	SI	NI	VI	SI	NI	VI	SI	NI
PARKING	8	1	0	12	0	0	13	2	0	6	0	0	39	3	0
RESTROOMS	6	2	1	12	0	0	10	5	0	5	1	0	33	8	1
ACCESS SIGN	3	6	0	9	2	1	10	4	1	2	4	0	24	16	2
DRINKING WATER	4	3	2	8	4	0	7	6	2	4	2	0	23	15	3
DUNE WALKOVER	8	1	0	6	2	4	10	4	1	0	4	1	24	11	6
LIFEGUARDS	5	4	0	10	1	1	6	3	5	3	2	1	24	10	8
PICNIC TABLES	3	4	2	7	2	3	4	7	4	4	2	0	18	15	8
STREET LIGHTS	1	8	1	6	4	2	6	5	4	2	1	3	15	18	9
SHELTERS	3	5	1	4	5	3	3	6	6	3	2	1	13	18	10
BIKE RACKS	2	6	1	3	6	3	4	8	3	0	4	2	9	24	8
CONCESSION	2	4	3	2	8	2	2	9	4	0	2	4	6	23	12

* VI = Very Important, SI=Somewhat Important, NI=Not Important

APPENDIX A
COVER LETTER

UNIVERSITY OF FLORIDA
COLLEGE OF HEALTH AND HUMAN PERFORMANCE
DEPARTMENT OF RECREATION, PARKS AND TOURISM

FLG 229
GAINESVILLE, FL 32611-2034

(904) 392-4042
(904) 392-3186 FAX

Name
Address
Beachcity, FL

Dear Beach Manager:

The beaches of Florida are among the most important natural resources in the state. The state is in the process of updating its information on beach access logistics and is always interested in the perceptions of local government managers on beach access issues. These issues can be taken into consideration for future beach management planning. The Division of Beaches and Shores and the University of Florida are interested in the responses of county, city or site level managers on what the local needs are in your area.

Please forward this survey to the person in your agency who would be most familiar with the public's access to beaches in your city or county. If you are aware of another person in your city or county government who would be well qualified to respond to this survey, please enclose their name and address on a separate sheet of paper when you return the survey in the enclosed postage-paid envelope.

I would be happy to answer any questions you may have. Please write or call me. The telephone number is (904) 392-4048, or 4043. Thank you for your assistance.

Sincerely,

Stephen M. Holland
Associate Professor
Principal Investigator

APPENDIX B
MAIL SURVEY

LOCAL GOVERNMENT BEACH ACCESS SURVEY
DIVISION OF BEACHES AND SHORES
DEPARTMENT OF ENVIRONMENTAL PROTECTION

County / Municipality _____

Survey Respondent's Name _____

Address _____

Phone Number (____) _____

1. What type of public beach access is currently available in your community? (Please √ all that apply)

0 Street end
0 Pedestrian walkway
0 Small developed park (less than 400 feet of beach)
0 Large developed park (more than 400 feet of beach)
0 State or Federal park or recreation area
0 Undeveloped areas (limited or no parking, no facilities)

2. What do you think are the three most important concerns your community has regarding public beach access? Place a '1' by the item that you feel is most important to your community, a '2' by the item next in importance, and a '3' by the item third in importance.

___ Insufficient parking
___ Lack of support facilities (i.e., restrooms, showers, etc.)
___ Insufficient number of access sites
___ Poor location of access sites
___ Lack of public awareness of beach access
___ Beach erosion
___ Lack of handicap accessibility
___ Personal safety of users at beach access sites (i.e., crime)
___ Lack of supervision of users (i.e., vandalism, liter, violations of ordnances)
___ Impacts of driving on beach
___ Other (Please explain) _____

_____

3. Which statement most accurately describes beach access sites located within your community. (Please √ only one)

0 Adequate number of sites, good locations.
0 Adequate number of sites, poorly located.
0 Good locations, inadequate number of sites.
0 Poorly located, inadequate number of sites.
0 Other (Please explain) _____

_____

4. Please estimate the number of beach users your community received last year.

_____
(Estimated number of beach users)

4. (a) Is the above estimate recorded in (1) persons or (2) person-days? (Please √ one)

0 Persons
0 Person-days

4. (b) On a scale of 1 to 5, how confident are you in this estimate of the number of beach users? (Please circle one number)

No Confidence 1 2 3 4 5 Total Confidence

4. (c) Please describe how your community gathers its estimates of the number of beach users. Include in your response how often (i.e., daily, 1 per week, 2 per year) beach user data is collected. (Please use as much space as needed including attachments)

_____

_____

_____

_____

_____

_____

_____

5. We would like to know what percentages of beach users in your community are residents versus non residents. To indicate your estimate of residents to non residents, please distribute 100 percentage points between all five categories. You can give as many or as few points to any one category provided that the combined total equals 100 percentage points, no more no less.

_____ Community residents
_____ Residents of your county, not of your municipality
_____ Residents of another Florida county
_____ Out-of State visitors, from other U.S. states
_____ International visitors
100 TOTAL POINTS

6. It is important for us to know how beach use varies from season to season. Please indicate the percentage of total beach use which occurs during each of the four seasons. Again please divide 100 percentage points between the following four seasons.

_____ Winter (December, January, February)
_____ Spring (March, April, May)
_____ Summer (June, July, August)
_____ Fall (September, October, November)
100 TOTAL POINTS

7. Do you feel that there are a sufficient number of public beach access sites to meet the needs of your community during the peak beach use season? (Please √ one)

0 Yes 0 No

8. Which statement most accurately describes parking at public beach access sites located within your community during your peak beach use season? (Please √ only one)

0 There exists adequate parking to accommodate peak weekend use.

0 There exists adequate parking to accommodate average weekend use.

0 There exists adequate parking to accommodate all weekday use, but not weekend use.

0 There exists adequate parking to accommodate some weekday use, but not weekend use.

0 Parking is inadequate throughout the week.

9. On what days of the week are the beach parking lots used to capacity during the peak beach use season? (Please √ all that apply)

0	Monday	0	Saturday
0	Tuesday	0	Sunday
0	Wednesday	0	Never
0	Thursday	0	Don't know
0	Friday		

10. For those access sites which have on-site parking, estimate the number of people per vehicle visiting the site? (Please √ only one)

0	1 person	0	5 persons
0	2 persons	0	6 persons
0	3 persons	0	More than 6 persons
0	4 persons	0	Don't know
0	5 persons		

11. Do you believe that if additional parking was made available, beach use would increase in your area?

0 Yes 0 No

12. Based on your observations, what distance would the public be willing to walk from the parking area to the beach access site? (Please √ only one)

0 Less than 150 feet
0 151 feet to 300 feet
0 301 feet to 500 feet
0 501 feet to 660 feet (1/8 mile)
0 661 feet to 1320 feet (1/4 mile)
0 1321 feet to 2640 feet (1/2 mile)
0 2641 feet to 3960 feet (3/4 mile)
0 3961 feet to 5280 feet (1 mile)
0 Over 1 mile

13. We would like to know how beach users access the beach in your community. To respond, please distribute 100 percentage points between the following four categories. You can give as many or as few points to any one category provided that the combined total equals 100 percentage points.

_____ Public access sites (i.e., public parks, street ends, etc.)
_____ Commercial means (i.e., hotels, beach clubs, etc.)
_____ Private means (i.e., private homes, condominiums)
_____ Other, please explain _____
100 TOTAL POINTS _____

14. How would you rate the importance of the following public beach access support facilities to beach users?

	Very Important	Somewhat Important	Not Important
Availability of:			
Drinking water	_____	_____	_____
Restrooms	_____	_____	_____
Picnic Tables	_____	_____	_____
Shelters	_____	_____	_____
Concessions	_____	_____	_____
Dune Walkovers	_____	_____	_____
Lifeguards	_____	_____	_____
Parking	_____	_____	_____
Bike Racks	_____	_____	_____
Signage to Public Beach Accesses	_____	_____	_____
Street Lights	_____	_____	_____

Thank you for your responses to this survey! Please use the self-addressed postage- paid envelop to return your questionnaire.